



Corpus Christi ATCT
6902 McGloin Road
Corpus Christi, TX 78415

Memorandum

Date: 2/18/2014
To: Corpus Christi International Airport Aviation Community
From:  David J. Moreno, Air Traffic Manager, Corpus Christi, TX ATCT (CRP)
Subject: Changes at Corpus Christi International Airport

Many changes have taken place, and are taking place, at Corpus Christi International Airport. This Memorandum is part of an effort to keep the South Texas aviation community informed of these changes, and to provide an avenue for input and inquiries.

The major changes to the airport layout are as follows:

CHANGES TO THE AIRPORT

- 1.) Runway 17/35 was officially re-designated as Runway 18/36, effective 2/6/14. This change was necessary due to magnetic declination. The re-designation more accurately reflects the alignment of the runways in accordance with changes to magnetic heading.
- 2.) Runway 18/36 is still closed. No official date has been announced as to when Runway 18/36 will re-open, but this is expected to take place in Spring, 2014.
- 3.) For a short period of time, Runway 18/36 and Runway 13/31 are both expected to be open simultaneously. Then Runway 13/31 will close for major reconstruction, while Runway 18/36 remains open. It is anticipated that Runway 13/31 will close in Summer, 2014 for approximately eighteen months.

4.) Several changes have been made to Runway 18/36 and to the east side taxiways in order to enhance safety, and to promote efficiency:

- a. The approach end of Runway 36 was extended north 600 feet, and the approach end of Runway 18 was moved north 600 feet. The net effect is that the entire runway was "shifted north" 600 feet. The actual, available runway length was not increased. It remains 6080 feet.
- b. Moving the approach end of Runway 36 to the north six hundred feet increases the amount of separation between it, and the approach end of Runway 31. In the past, the close proximity of the approach ends of these two runways led to numerous pilot deviations. When the final reconstruction of Runway 13/31 is completed, and both runways are open again, it is expected that the increased distance between the approach ends will prevent these problems.
- c. The approach lights for Runway 18 (formerly Runway 17) have been replaced. The Omni Directional Approach Lighting System (ODALS, which feature unfocused lights) has been replaced with the Medium Approach Lighting System with Runway Alignment Indicator Lights (MALSR).
- d. The 600 feet of old pavement south of the new approach end Runway 36 has *not* been removed. This pavement south of the approach end of Runway 36 is *not* available for takeoff on Runway 36, nor is it available for landing on Runway 18. The extra pavement *does* change the Runway 18/36, "Runway Declared Distance Information" as follows:

Runway	TORA (Take-Off Run Available)	TODA (Take-Off Dis- tance Available)	ASDA (Accelerate-Stop Distance Available)	LDA (Landing Dis- tance Available)
18	6080	<i>6680</i>	<i>6680</i>	6080
36	6080	6080	6080	6080

- e. The east side taxiways have been completely restructured and renamed to enhance safety.
 - i. All taxiways to Runway 18/36 now terminate at the runway at 90-degree intersections. This enables proper scanning of the runway

by aircrews prior to departure, and helps prevent accidental runway incursions.

- ii. The taxiways no longer provide direct, unbroken routes from parking to Runway 18/36. In the past, Taxiway A2 and Taxiway A3 resembled "high-speed" taxiways. Their direct routes to the runway facilitated accidental straying onto Runway 18/36 without clearance. Access to Runway 18/36 will now be accomplished through deliberate, 90-degree turns with proper airfield signage.
- iii. The taxiway lights have been replaced with LED technology to enhance visibility, and to reduce operating costs. This technology has not yet been approved for runway lights, i.e., High-Intensity Runway Lights or HIRLs.

In addition to the physical changes to the airport layout, several changes have been made to the approaches, particularly the "VOR or TACAN RWY 18" approach. A side-by-side comparison of the old "VOR or TACAN RWY 17" approach, and the new "VOR or TACAN RWY 18" approach is included at the end of this document. The major changes to the CRP approaches are as follows:

CHANGES TO THE RUNWAY 18/36 APPROACHES

- 1.) All "RWY 17" and "RWY 35" approaches have been changed to "RWY 18" and "RWY 36" approaches. The lone exception is the "RNAV (GPS) Y RWY 35" approach, which will remain "RWY 35." Reason: it is still being modified. The approach is currently NOTAM'd as unusable, but will be available effective 4/3/14 as the "RNAV (GPS) Y RWY 36" approach.
- 2.) The missed approach fix for the "RNAV (GPS) RWY 18" and the "VOR or TACAN RWY 18" approaches changed from POGOE to SOLON.
- 3.) On the "ILS or LOC RWY 36" approach, CIMTI was changed to HADON to correspond with HADON on the "RNAV (GPS) Y RWY 35" (soon to be RWY 36) approach.
- 4.) The WORRY Transition was removed from the "VOR or TACAN RWY 18" Approach.

- 5.) The Glide Path Intercept Altitude for the Procedure Turn on the "VOR or TACAN RWY 18" approach was changed from 2000 to 2100 due to a 1049' antenna. But if you are vectored for the *straight-in* approach, or if you shoot the straight-in approach by intercepting the CRP192 Radial inbound, then *2000* (or as low as 1700) is still approved for the Glide Path Intercept Altitude as it was before.
- 6.) This note was inserted onto the "VOR or TACAN RWY 18" approach plate: "NoPT for arrival on CRP VORTAC airway radial 030." This simply means that inbounds from WORRY (or anywhere else on V13, even though V13 is a departure route), are expected to execute a *straight-in* approach. It does not mean that you *can't* execute a Procedure Turn upon request. Requests for the Procedure Turn will be approved, workload permitting. But if you *do* request the full approach, it must be executed at *2100*, and not *2000*.
- 7.) Although there is no published holding at WORRY intersection, many aircraft, especially military trainers, hold there for training. Due to the 1049' antenna, 2100' is the lowest altitude available to hold at WORRY. Due to traffic, however, one can realistically expect to hold no lower than 3000 or 4000 feet.
- 8.) The inbound course on the "VOR or TACAN RWY 18" approach was changed from the CRP191 Radial to the CRP192 Radial. Reason: since Runway 18/36 "shifted north" 600 feet, it brought the approach end of Runway 18 more closely aligned with the CRP192 Radial.
- 9.) On most of the approach plates, the Minimum Safe Altitude (MSA) was raised from 2100 to 2200 due to a new antenna. The reason that a few of the approach plates still have an MSA of 2100, is because the 25 NM MSA radius was drawn from the runway threshold on those plates, as opposed to the CRP VORTAC on most of the other plates.

If you have any questions or concerns about these changes, please do not hesitate to contact the facility at (361) 299-4200, or through my staff specialist, CW Baker, at charles.w.baker@faa.gov.

Thank you.

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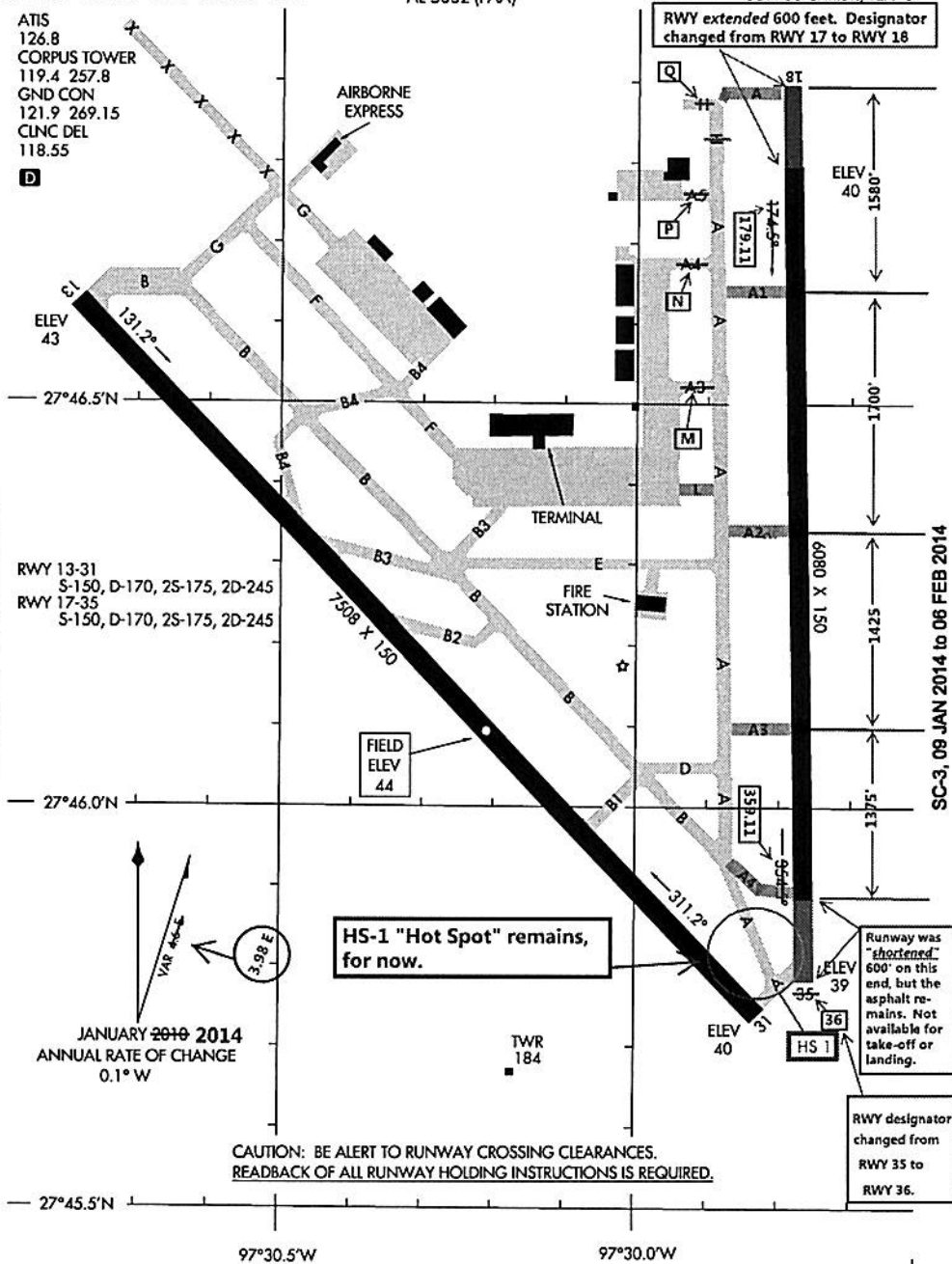
AIRPORT DIAGRAM

AL-5032 (FAA)

CORPUS CHRISTI INTL (CRP)
CORPUS CHRISTI, TEXAS

ATIS
126.8
CORPUS TOWER
119.4 257.8
GND CON
121.9 269.15
CLNC DEL
118.55

D

AIRBORNE
EXPRESSRWY extended 600 feet. Designator
changed from RWY 17 to RWY 18

SC-3, 09 JAN 2014 to 08 FEB 2014

SC-3, 09 JAN 2014 to 08 FEB 2014

AIRPORT DIAGRAM

12096

CORPUS CHRISTI, TEXAS
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NEW

